

FACSIMILE OF ENGLISH PONY SHOE.

## Records of Rival Trotters for Gold Cup Compared

Public Performances Made by Major Del Mar and Lou Dillon Seem to Justify Result of Final Race for \$5,000 Trophy.

With the important dispersal sale already announced of forty-five horses belonging to the late Henry J. Searles, of Searlesville, N. Y. On the following day, Wednesday, Jan. 24, Van Tassel & Kearney will sell at the private estate of Lemuel E. Wells, No. 205 West Sixty-ninth street, his entire collection of harness and carriages—one of the largest and finest in the city. On Wednesday, Jan. 24, on April 1, Andrew Mowbray's big livery stable and carriage repository—one of the landmarks on the horseman's map of Brooklyn—is to be closed out at auction by the pressure of Van Tassel & Kearney. Mr. Mowbray having sold the property to Frederick Loewer & Co.

The Coaching Club last week completed the purchase of horses for the Pioneer at \$150. Doerr & Carroll's great establishment in Essex Twenty-fourth street. The final quality selected by the committee was a pair of males, one by the famous Vanderbilt, Robert L. Gerry and W. G. Loew, was notable, every one of the eight horses having a record of 2:34 1/2. The other of the lot were a pair of mares of quite the highest type purchased for public coaching this year. With quality and conformation of the best, they were a pair of fine, splendid phaeton types possessed the speed of a pair of trotting road horses. Joseph Doerr & Carroll, who have been the sole shipment of high class carriage horses last Sunday morning, sold one of the mares for \$1,200 and the other for \$1,000. The pair had a record of 2:34 1/2. Mr. Doerr thinks the Pioneer horses purchased this year are collectively the finest and finest lot the Coaching Club has ever purchased. Mr. Doerr, who has driven all the teams worked on the Pioneer in the last ten years and who has won if any equals as a driver as he has as a horseman.

Prizes and classes for the Brooklyn Riding and Driving Club's fourteenth annual horse show were announced last week. In thirty-nine competitions to be judged during the four days' exhibition, beginning on

July 29, the prizes. Winners included a pair of horses from the same season. Truly, the bulk of the competitors are for heavy harness horses, with first prizes ranging in value from \$75 to \$500. Several notable changes have been made since last season. The Arrington and the American are no longer in the harness classes on the whole and are much the same. Among the important new classes is one for pairs of horses shown before broodmare and another is for pairs of horses shown before broodmares to count fifty per cent in each class. Two classes exclusively for horses owned by dealers have been added to the list of events, one class being for singles under 16 and the other for pairs under 16. Under the hands of Frederick Losser & Co.

ave donated a special prize of \$350 in plate for park four-in-hand teams and coaches. Appointments to count, a novel feature of the prize list is the provision for a series of medals to be awarded to the horses scoring the greatest number of points during the show in the single harness, double harness, saddle and jumping classes. For this score a blue ribbon counts three points, red ribbon two points and a yellow ribbon one point. Entries for the show will close on April 14.

Snow covered streets and park drives, which prevented dealers from showing their fine carriage horses to prospective buyers, cost the trade a large sum last week. The market, which had been extremely good up to the storm, came fell off to a few scattering sales. Doubtless, however, the dealers will make it all up this week if the weather is favorable.

form. Probably the best lot of show horses the Fifteenth street dealer ever owned had just come in from the West and W. H. Moore, J. W. Ogden, C. W. Watson, Harvey S. Ladew and a lot of other prominent exhibitors were waiting to see them in harness. These horses are sure to be heard from at Duriland's, Boston and Brooklyn next month, for Mr. Watson has the quality, speed and action bar win.

T. E. Gordon & Co. Improved the weekly putting in a lot of work on the select shipment of trotting bred carriage horses brought in from their Michigan farm a fortnight ago. The Gordons have several sensational goers and lookers in this lot, and they are getting them in superb form to parade for the money and the ribbons when the horse show season opens.

At the sign of the golden horse, in West Sixty-third street, near Broadway, Albert De Cernia and his corps of assistants are waiting to show the harnesses of the De Cernia & Carroll Horse Company. Mr. De Cernia has sold several show horses of his own and has been successful in making it so that the buyers leave them in his hands until after the Durand Horse Show. He has been successful in making it so that the buyers leave them in his hands until after the Durand Horse Show. He has been successful in making it so that the buyers leave them in his hands until after the Durand Horse Show.

John Doyle has lately received some tempting offers for his grand show pair, "Lucky" and "Brother," which he will show at the Garden last fall. He is preparing to exhibit half a dozen of the foregoing at the Fifty-fourth street stables at Durand's.

William Carr, "the hackney pony king," is showing a stunning collection of miniature high steppers at his new sales stable No. 150 West Fifty-sixth street.

Strains & Hext's recent shipment of Hackneys to the States is attracting more attention than any lot the Broadway dealers have shown in years.

M. B. Newcomb, of No. 104 West Fifty-fourth street, has sold to J. W. Harman a pair of Hackneys, bred by George Wilkes, by Marmion King and Barnum Wilkes, by Baron Poles. They are to be shown at the World's Fair, and are saddie at White Plains last season, and as is a good one in harness should give a long and useful life in the combination classes this year.

George D. King, owner of Troarn, has arrived at the American Horse Exchange with a selection of twenty-six trotting stallions, mostly of the four of him, but some in single and double harness at hurdles.

H. G. McIlwaine came in from Richmond, Ky., last week with a shipment of saddle and harness horses whose manners and quality of long and careful training by the clever Kentuckian, Mr. McIlwaine is at the American Horse Exchange.

Allan MacNaughtan, formerly the president of the Standard Coach Horse Company, is keeping a few fine harness and

Mrs. Thomas Hastings, the president of the Ladies' Four-in-Hand Driving Club, will leave for New York to attend and review the annual parade in Central park on May 3. She is going abroad, to remain until the summer, in the absence of Gulliver, the secretary, who will be her place. The club coach is to be on the road for daily practice runs in the city and suburbs, and will be leaving April 2. The women whips will come from Hawlett & Lathy's Continental saddles as in other years.

S. T. Harrison & Co.'s second spring contingent of saddles and harnesses for April 21st, is being shipped to the East coast at night. In a recent letter to W. D. Ward, who will conduct the sale on Monday, Harrison & Co. have stated that these horses cost more money than any lot ever shipped to the New York market, and that the saddles and harnesses were high for show purposes. Two of the best horses—lowered saddle and harness—

Exact Size  
Weight 42 Ounces

Side View Showing Thickness.

## RIVAL TROTTERS IN RACE FOR THE MEMPHIS GOLD CUP

Major Del Mar, driven by E. E. Smathers.

Lot Dillen driven by C. K. G. Billings

opened the campaign disappointingly. No wind shield was used this year. Starting at Detroit on July 15 to beat 2:30 to wagon with Mr. Billings driving, she failed to beat 2:05, going away very fast, but striking badly. Three days later at the same meeting her trainer, Millard F. Sanders, drove her a mile in 2:04 to sulky, but her finish was again weak, the first half in 1:03. At Cleveland, on July 18, she last half in 1:03. At Cleveland, on July 18, she attempted to beat Maud S.'s record of 2:03 1/2 to high wheel sulky without a wind shield, but missed the mark by half a second, finishing the mile in 2:09, after moving the middle half in 1:03.

rest. For six weeks the mare was in retirement. It was not until after the middle of September that she was extended again. In a malline exhibition at Cleveland, on September 17, she was timed half a mile in 0:58 $\frac{1}{2}$ , three-quarters of a second faster than the world's records of 0:59 $\frac{1}{2}$ , made by Major Del Mar at Poughkeepsie a short time before.

This was her only appearance in public before the Gold Cup race, but reports of

fast work continued to come from Cleveland, where she was being trained. Shortly after Major Del Mar equalled the world record for one mile by trotting in 2:02 1/2, Lou Dillon worked a mile in 2:02 and repeated in 2:03. She was shipped to Memphis early in October, and word came from there on October 10 that she had trotted a trial in 2:01 1/2—just a quarter of a second faster than the new world's record made by Major Del Mar two days before at Lexington.

TRAINING FOR BIG RACE.

The preparation of Major Del Mar for the Gold Cup race of 1904 was more careful and more successful than in 1903. A. F. McDonald, his trainer, did not drive him a mile in public until August 12, when he trotted at the Empire track in 2:02½, moving the second quarter in 0:39½ and the middle half in 0:39½, without a wind shield. The gelding was noticeably blazer and

stronger than in the previous campaign, and by limiting his work to one exhibition a week, he has been able to keep him so throughout the season. Trotting under normal conditions he went eight miles in 2:04 1/2, and in the last race he was in 2:03 or better—and at last lowered the world's record to 2:01 3/4, just ten days before he started in the race for the Gold Cup.

This mile in 2:03 1/4 was trotted at Lexington, Va., over a mile and one-half before, with a wind shield in front of him, and he was whipped out to wage in time two minutes and thirty seconds. He now made without any artificial aid.

Comparison of the last two performances shows that the mile and one-half race at Memphis shows quite a little improvement. Major Del Mar Lou Dillon had to meet in 2:04 1/2, and in 2:04 1/2 she had beaten so easily in 2:04 1/2 on the 19th.

Luck was on the side of New York

side the year before. Major Del Mar drew the pole. They scored three times. Mr. Dillon was the first to get the pole, thus forcing Lou Dillon to go "the over and under route," as the saying is. Neck and neck, they ran the first quarter in 30. Straightened out in the backstretch Mr. Billings made his drive to take the pole. He won the race in 1:00.2.

Holding his inside position, he went to the half mile pole on even terms with the mare. He was in the lead when the jockeys entered of a second signal than in the first heat of the year before, but for the mare, she was in the lead when the jockeys entered and fighting vainly for the lead, the effort and perhaps quite as great as when she was at the front in the first heat, with everything coming her way.

For the first time in her life Lou Dillon was backed horns with a trotter that could look her in the eye. She was not to be hurt as fast and as far as she wanted to carry the brush.

On to the upper turn, but the way around the heartbreak bend continued at a rate of speed faster than either one of them had ever maintained for a mile. The wind, about a wind shield, even in an exhibition season, was not strong. As the turn Major Del Mar began to draw away by inches at first and then more perceptibly. At the three-quarter pole, near the head of the race, the two horses' lengths in front of Lou Dillon. His time for three-quarters was 1:13 1/4, a 2/54 clip, a quarter of a second faster than Lou Dillon's time for the same distance in the year before. In the homestretch Mr. Billings ceased to urge the beaten mare. Seeing this, Mr. Smathers stopped the race. Major Del Mar jogged home alone in 2:37.

This heat virtually ended the race. Lou

On the 15th, he was plainly distressed and before the 17th he was in a very bad way. He was attacked of "thumps," a horseman's term for spasmodic contractions of the diaphragm, in different positions, such as in human beings. Three veterinarians, Dr. J. C. Leck, Dr. J. H. Smith and Dr. J. H. Smith, examined her at the request of the judges, but they all thought that it would be useless, if not dangerous, to keep her in another heat. He accordingly walked her around the course, while Major Del Mar rode her, and she gradually recovered.

Whatever may have been the cause of Lou Dillon's collapse, she recovered quickly and was able to start in the endurance race she started against time in the cage a mile in 20th without a wind shield, and won the record of Major Del Mar. As soon as she was able to start in the endurance race, she was entered in the Mr. Smathers came out with a public statement in which he said he was not satisfied with the result of the race and invited Mr. Billings to try it over again before the Memphis meeting ended. This was the first time that the judges, in saying previous plans had been made for her to trot against the world's record. On the 15th, Major Del Mar won the record to 2:30.4, and on November 11, at a special meeting, Lou Dillon set it at 2:30.1.

**LEADING OF RIVAL TROTTERS.**

in the light of the old saying that "blood is thicker than water," it is not surprising that it is of interest. Doubled up in Lou Dillon is the blood of two trotting families more famous than any in the country—Barnum's and the Dillons, and with this is commingled fifty per cent of unknown blood. Through her sire, Sidney, she has the blood of a champion, and her breeding also has the blood of Sidney, the progenitor of many famous sprinters, but few stout campaigners. Her dam, Mrs. M. J. Dillon, was a mare raised out of an unknown mare, the queen of trotters traces through Milton Medium, and her sire, H. H. Hoot, was a champion as a class were speedy, but nervous, excitable and none too fond of a stubborn fight. Her sire, Hoot, was a champion representative of the Wilkes-Electioneer cross. His sire, Del Mar, 2:15 1/2, by Electioneer, was a well-bred campaigner that won several split heats. His sire, Del Mar, has a record in the fourth round of a hard fought contest. Major Del Mar's dam, Mrs. J. H. Hoot, was a champion, and her sire, Alcantara, 2:22, that is best known as the sire of Aphrodite, 2:30 1/2, Jackson, 2:30 1/2, and other winners. The granddam of Major Del Mar was a gray pacing mare, and her sire, Commodore, was a champion out of a daughter of the Morgan horse Prophet, Jr. From both sides of the house the blood of Major Del Mar is a campaigning quality, but that of Dillon is his performances in many contests have demonstrated that he is a true horse as well